Community Transportation Vision Statement

The Bloomington/Monroe County Year 2030 Transportation Plan provides a means of focusing and prioritizing community transportation investments. The Community Transportation Vision Statement serves as a policy guide for the development of the system-wide, multi-modal, Long Range Transportation Plan. It also establishes the framework for on-going transportation planning activities including the Transportation Improvement Program, corridor or sub-area improvement studies, detailed plans for individual modes, and transportation management systems efforts. Each of these activities should be considered within the context of the vision, goals, and objectives expressed here.

Future Transportation Vision

The future transportation system for Bloomington, Ellettsville, and Monroe County should reflect a commitment to the following core principles:

- Efficient travel
- Fiscal responsibility
- Economic vitality & development
- Multi-modal accessibility
- Cross-jurisdictional coordination
- Environmental stewardship
- Community sustainability

Transportation plays a vital role in the quality of life of every community. Residents should be afforded the ability to move safely and conveniently throughout the community using a variety of modes of transportation. While automobile travel historically predominates, alternative transportation options such as walking, bicycling and public transit should also be supported. These alternatives make the community more accessible for people of all economic means, help reduce emissions of polluting gases and support a healthier overall lifestyle. The following goals and objectives are designed to provide specific guidance for achieving the transportation vision set forth for the community.

Mobility & Accessibility

Mobility is an integral component of economic activity, recreation, education and travel. Historically, increases in mobility have been the impetus for expanded metropolitan development, an ever-widening radius of commuter travel, the dispersal of shopping and industry, and the growing number of rural residents who live an urban life without living in an urban community. The network of transportation facilities that serves the community has been instrumental in creating a complex society that is highly dependent on the continuing efficiency and economy of both freight and passenger services. As a result, the transportation network of the future must provide a menu of effective choices for community mobility.

Goal 1 *Develop a well-integrated, multi-modal transportation system for the efficient and economic movement of people and goods.*

Objective 1.1 Provide for better access between the arterial roadway network and major employment and activity centers.

Objective 1.2 Ensure connectivity of the transportation system, including all modes of travel, between jurisdictions.

Objective 1.3 Enhance the efficient movement of freight through maintenance, operational and capital investment decisions.

Objective 1.4 Identify transportation needs for individuals with limited resources and access to a personal vehicle.

Objective 1.5 Identify opportunities for improved coordination and cost effective delivery of transportation services associated with human services providers.

Objective 1.6 Increase public transit capital and operating investment to expand, enhance, and increase the use of transit services.

Goal 2 *Create a network of multi-use pathways, bicycle routes, greenways and sidewalks that traverses the community, connects activity centers, and links recreation opportunities.*

Objective 2.1 Ensure transit, bicycle, and pedestrian facility design standards are incorporated into the design standards for thoroughfares as set forth in thoroughfare plans, subdivision control ordinances and site design review processes.

Objective 2.2 Identify actions that improve physical access and remove physical barriers to the use of public transportation.

Objective 2.3 Provide walkways, bikeways, and aesthetic features in association with all thoroughfare improvements to ensure their integration with the overall transportation network.

Objective 2.4 Identify and solicit transportation enhancement projects for the metropolitan area in a coordinated and unified manner, and aggressively pursue funding of selected projects.

Objective 2.5 Pursue all opportunities for the expansion of the community's alternative transportation and greenways networks, including rail-to-trail and rail-with-trail projects.

Traffic Mitigation

Traffic mitigation refers to actively reducing the demand for automobile trip-making, and in turn reducing the traffic impacts associated with trip-making. This principle is intended to reduce the frequency and length of auto trips through the application of a variety of key land use and transportation principles. The first component of traffic mitigation is mixed-use development, which reduces travel demand by placing residential areas in closer proximity to the shopping, employment and recreation destinations they seek. In addition, support of a compact urban form for development will keep trip lengths low, and allow more areas to be serviced by alternative modes of travel. Finally, investment in and support for these alternative modes of travel, such as walking, bicycling and public transit, must be significant and sustained to make them truly viable alternatives to personal motor vehicles.

Goal 1 *Reduce the number, length, and frequency of automobile trips on a per capita basis.*

Objective 1.1 Promote land use and development policies that encourage the use of alternative transportation modes to the single-occupant vehicle.

Objective 1.2 Increase by one percent per year the transit vehicle revenue hours providing service with a frequency of 15 minutes or less.

Objective 1.3 Increase the number of community-sensitive services located at transit nodes.

Goal 2 *Optimize the flow of traffic and the relationship between land uses to reduce traffic congestion, trip length, and trip frequencies.*

Objective 2.1 Pursue transportation network design and operational policies that separate high speed/through traffic from neighborhood/local traffic.

Objective 2.2 Ensure the continuity of major thoroughfares.

Objective 2.3 Provide major thoroughfares around rather than through neighborhoods

Objective 2.4 Provide for connectivity in the transportation network.

Goal 3 *Develop the widest possible range of transportation alternatives to automobile trip-making by residents.*

Objective 3.1 Preserve abandoned rights-of-way for future transportation corridors for all modes.

Objective 3.2 Ensure the connection of street stubs for local circulation and linkage of residential areas to neighborhood shopping and services, educational facilities, and recreational areas.

Objective 3.3 Facilitate the most direct access by all modes from residential areas to major transit corridors.

Land Use, Transportation & Quality of Life

Growing traffic congestion, concerns over traffic safety, and the increasing cost of upgrading roads have elevated the importance of managing access to the roadway system. Traditionally, growth has followed a cycle whereby as an area develops, existing roads cannot effectively handle the increased traffic. When new, multi-lane facilities are constructed to relieve the pressure, they attract more traffic with the promise of limited delays and reasonable travel speeds. Additional development is naturally attracted to these facilities and a variety of new growth begins to compound, leading once again to traffic congestion that overwhelms the transportation network. This cycle typically continues until it becomes physically or economically impossible to add more capacity to the roadway.

Access management together with effective land use management can preserve roadway capacity and, in turn, effectively slow down or even halt the cycle.

Goal 1 *Make transportation infrastructure investments that support the development policies of the City of Bloomington Growth Policies Plan, the Monroe County Comprehensive Plan, the Town of Ellettsville Comprehensive Plan and the Indiana University Master Plan.*

Objective 1.1 Improve the aesthetics of transportation facilities with streetscape features compatible with the abutting area, consistent with the community's comprehensive plans and neighborhood plans.

Objective 1.2 Connect all high intensity activity centers to public transit.

Objective 1.3 Direct all future high intensity land uses toward those roadway corridors with the greatest reserve traffic carrying capacity.

Objective 1.4 Increase the number of people that live within 1/4 mile of transit service with a frequency of 30 minutes or less.

Goal 2 *Make transportation infrastructure investments in a manner that protects and enhances the environment, that protects energy conservation, and that improves quality of life.*

Objective 2.1 Examine the overall social, economic, energy, and environmental (social, natural, and human-made) effects of major transportation investments.

Objective 2.2 Ensure transportation investments contribute to the overall improvement of air quality for the metropolitan area and support actions reducing the dependency on single-occupant vehicle.

Objective 2.3 Ensure transportation projects are consistent with Federal, State, and Local energy use policies.

Objective 2.4 Plan, design, develop, construct, and maintain transportation facilities to minimize adverse impacts on environmentally sensitive areas, public parks and recreation areas, historic structures, and neighborhoods.

Safety & Security

A safe travel environment is a high priority for motorists, bicyclists, pedestrians and neighborhoods. The 2030 Long Range Transportation Plan is committed to reducing human and economic losses from death and injury attributed to mobility. The increased use of seatbelts and airbags, as well as improvements in the crash resistance of vehicles, has increased transportation safety. However, it is important that complementary improvements to the transportation system and the built environment are made. Innovative approaches to accident reduction should be included in the planning process, including the use of electronics and telecommunications for driver guidance and warning, improved roadway design and lighting, and increased enforcement.

Goal 1 *Increase the safety and security of the motorized and non-motorized surface transportation systems.*

Objective 1.1 Prioritize additional bicycle facilities, additional through lanes, removal of dangerous curves, improved street surfaces, and improved connections between neighborhoods over other types of street improvements.

Objective 1.2 Pursue transit capital investments that improve the security for transit riders and drivers including, but not limited to, improved lighting at major bus stops.

Objective 1.3 Improve one (1) high accident location per year as identified in the annual Traffic Accident Report.

Objective 1.4 Pursue the construction of railway/roadway grade separation.

Objective 1.5 Reduce the number of injuries and incidents per 100 million transit passenger miles.

Economic Vitality

The places people live and work in a mobile society and the changing behavior patterns and lifestyles nurtured by ease of access are supported by a less visible network for the transportation of goods and materials. A mobile society also involves a high degree of industrial specialization, with transport linking the many suppliers of parts and components with the final assembly plants. Recent emphasis on increasing industrial productivity to help compete internationally has focused on the importance of economy and reliability in transportation as a means of reducing production costs.

Goal 1 *Support economic vitality of the metropolitan area through transportation investments that enhance competitiveness, productivity, and efficiency.*

Objective 1.1 Provide adequate access to the Monroe County Airport, inter-modal facilities, major freight terminals and major freight distribution routes.

Objective 1.2 Ensure that transportation investment decisions consider the recreational travel and tourism needs of Bloomington and Monroe County, particularly the State recreation areas on Lake Monroe.

Goal 2 *Improve the movement of goods through the transportation system as a means to enhance the region's economic competitiveness.*

Objective 2.1 Increase access to the National Highway System.

Finance

Paying the bill for transportation facilities is a challenge in every community. Limited fiscal resources are met with the demand for improvement not only in roadway capacity, but in more recent times for bicycle and pedestrian enhancements as well. Careful consideration must be given to the overall program of transportation improvements so that the return on the community's investment can be maximized. This includes being strategic in selecting preferred roadway upgrades, investing in programs that reduce the need for such road projects, and seeking private participation in transportation improvements. Payments for transportation improvements should be viewed as long-term investments in the overall quality of life of the community.

Goal 1 *Develop transportation plans and improvement programs on the basis of an integrated and comprehensive viewpoint of transportation expenditures and revenues for the maintenance, operation, and capital investment in all surface transportation modes.*

Objective 1.1 Examine the effects of transportation projects within the metropolitan area without regard to the source of funding.

Objective 1.2 Increase public transit capital and operating investment to expand, enhance, and increase the use of transit services; and increase the funding for transit operations even if the funding for streets must be reduced.

Objective 1.3 Ensure transportation maintenance, operational, and capital investment decisions enhance the efficient movement of freight.

Objective 1.4 Increase the return of Bloomington/Monroe County Federal highway and transit tax dollars to the Bloomington metropolitan area for transportation improvements.

Objective 1.5 Increase private participation and funding for transportation investments and services.

Goal 2 *Preserve the investment in existing surface transportation systems and promote efficient system management and operation.*

Objective 2.1 Use life-cycle costs (maintenance, operational, and capital costs) in the evaluation of the transportation alternatives and in the design and engineering of bridges, tunnels, and pavements.